

4. (Original) The method of claim 1, wherein the engine rpm-rate is brought into closer agreement with the transmission input rpm-rate through a control intervention directed at an output torque of the engine.
5. (Original) The method of claim 4, wherein said control intervention is effected through the steps that:
 - the at least one electronic control device sets an engine torque control target for the engine control device,
 - the engine control device adjusts the engine torque according to said control target, and
 - the control target is varied over time during said adjustment in such a manner that the engine rpm-rate is brought into agreement with the transmission input rpm-rate.
6. (Original) The method of claim 1, wherein the re-engaging of the clutch takes place after the engine rpm-rate and the transmission input rpm-rate are in agreement.
7. (Original) The method of claim 1, wherein the re-engaging of the clutch is started after the engine rpm-rate and the transmission input rpm-rate are in agreement.
8. (Original) The method of claim 6, wherein the re-engaging of the clutch is performed at a maximum speed of engagement.
9. (Original) The method of claim 6, wherein said agreement is considered to be met if the engine rpm-rate and the transmission input rpm-rate are within 5% of each other.
10. (Original) The method of claim 6, wherein said agreement is considered to be met if the engine rpm-rate and the transmission input rpm-rate are within 50 rpm of each other.

11. (Original) The method of claim 6, wherein a criterion for considering said agreement to be met depends on a rate of change of the engine rpm-rate.
12. (Currently Amended) The method of claim 6, wherein said agreement is considered to be met if the engine rpm-rate equals ~~of~~ or exceeds the transmission input rpm-rate.
13. (Currently Amended) The method of claim 4, wherein after the re-engaging of the clutch, an indicated level of engine torque at which the control intervention was performed is cut back by lowering a fuel flow rate to the engine.
14. (Original) The method of claim 1, wherein if the actuation of the brake is detected, the re-engaging of the clutch takes place before the engine rpm-rate and the transmission input rpm-rate are in agreement.
15. (Original) The method of claim 1, wherein if the actuation of the fuel-metering device is detected, the re-engaging of the clutch takes place when or after the engine rpm-rate and the transmission input rpm-rate are in agreement.
16. (Previously Amended) The method of claim 1, further including the step of: immediately beginning to re-engage the clutch if the brake pedal is found to be actuated.
17. (Previously Amended) The method of claim 1, further including the step of: while the clutch is disengaged, setting the transmission into a neutral position.
18. (Original) The method of claim 17, wherein after the transmission has been set into the neutral position, a volume-equalizing process is allowed to take place in a hydraulic circuit of the motor vehicle.

28. (Canceled)

29. (Canceled)